

CLASSIFICATION CONFIDENTIAL/SECURITY INFORMATION

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Highway Condition, Rezekne to Ludza

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1. Water Supply, Riga - The water supply of Riga comes from Lake Baltezers from wells near Baltezers station (57°01'N, 24°20'E) and from wells located two and one-half kilometers due south of Ropaza (57°03'N, 24°25'E). The wells vary in depth from 10 to 60 meters and the water is pumped by electricity. After being purified at Baltezers it is piped into the city in pipes which parallel and are near to the railroad right-of-way. In 1938 and 1939 new wells were drilled in the Ropaza area to increase the water supply.
2. Electric Power, Daugavpils Area - The electric station at Daugavpils is an old thermal station located in the block east of the City Hall (Pilsētas Valde) on the north side of the principal street, 18 Novembra jela. Coal is brought to Daugavpils via rail and is transferred to trucks or horsedrawn wagons at the railyard east of the viaduct where the 18 Novembra jela crosses the railroad. The trucks and wagons supply the power plant. The Daugavpils power station furnishes power for Daugavpils, Griva (55°51'N, 26°30'E), Stropi (55°54'N, 26°35'E), and Mezelems (55°54'N, 26°26'E).
3. There is a small water wheel power station at Ilukse (55°59'N, 26°19'E). It is located on the north side of the highway (Route 12) where the highway crosses the small stream in the heart of the village.
4. There is a small water mill power generator at Silene (55°45'N, 26°47'E). It furnishes power for the village only.
5. Except for these sources of power there are no others in the Daugavpils area. The majority of the small villages and farms are without electricity.
6. Highway, Rezekne (56°30'N, 27°20'E) to Ludza (56°32'N, 27°44'E) - This is a portion of Route 24. The road is an improved all-weather gravel road. It is wide enough for two trucks to pass although they should slow down because of loose gravel and unstable shoulders. Traffic frequently forms a single pair of ruts in the loose gravel which makes it difficult to pass. The roadbed becomes less stable toward the edges. There are no shoulders. Bridges are as wide as the roadbed and of sturdy stone construction. The terrain is quite hilly and trucks must frequently shift gears.

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